

# MARITIME HERITAGE PROGRAM



James P. Delgado  
Director, Maritime Heritage Program  
Office of National Marine Sanctuaries

# CONNECTING PEOPLE TO THE OCEAN AND ITS STORIES THROUGH PEOPLE

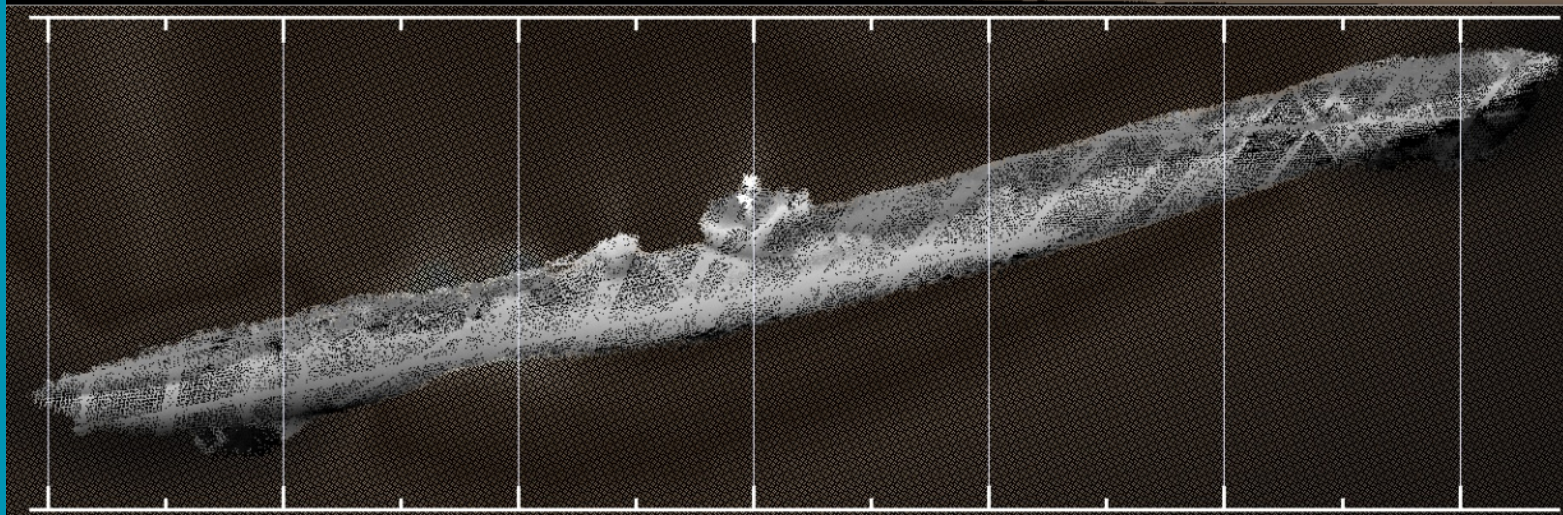
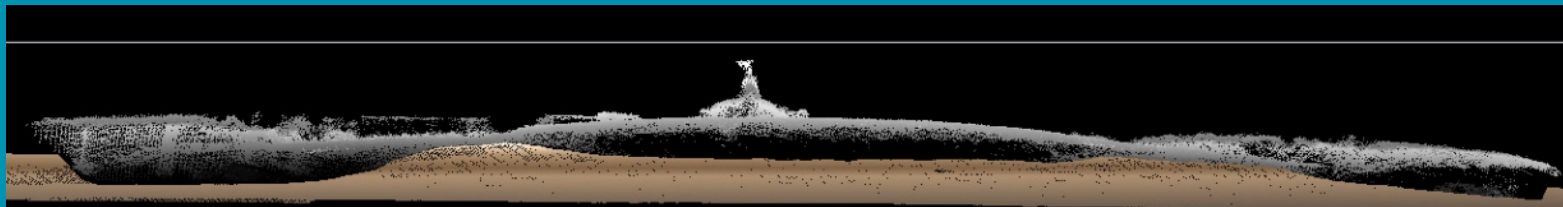


## Recent Projects

- **Battle of the Atlantic**
- *Monitor Faces*
- *USS Hatteras*
- **Project Shiphunt**
- **Gulf Wrecks**
- *Robert J. Walker*
- **Graveyard of the Atlantic Maritime Landscape Report**
- *City of Chester*







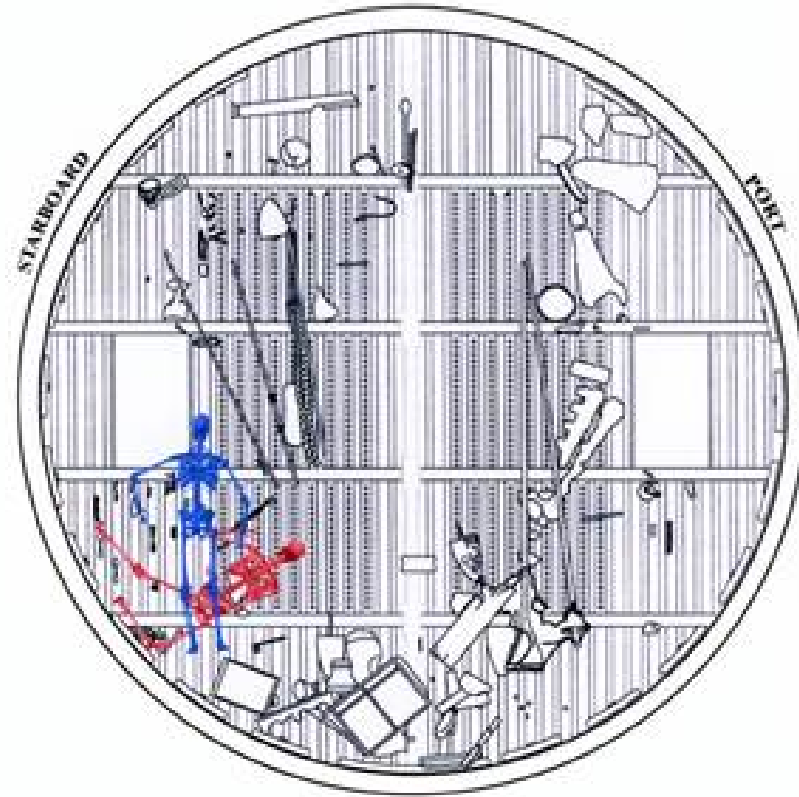
# USS Monitor

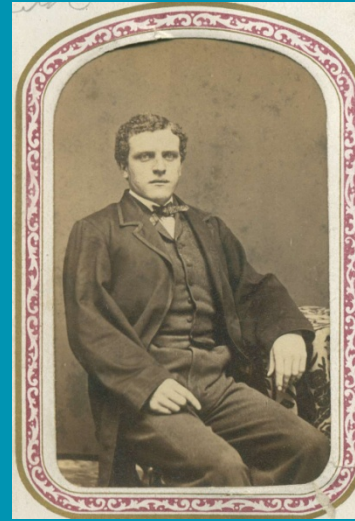
A Historic Ship Completes Its Final Voyage

JOHN D. BROADWATER

TEXAS A&M UNIVERSITY PRESS







# MEN WANTED FOR THE NAVY!



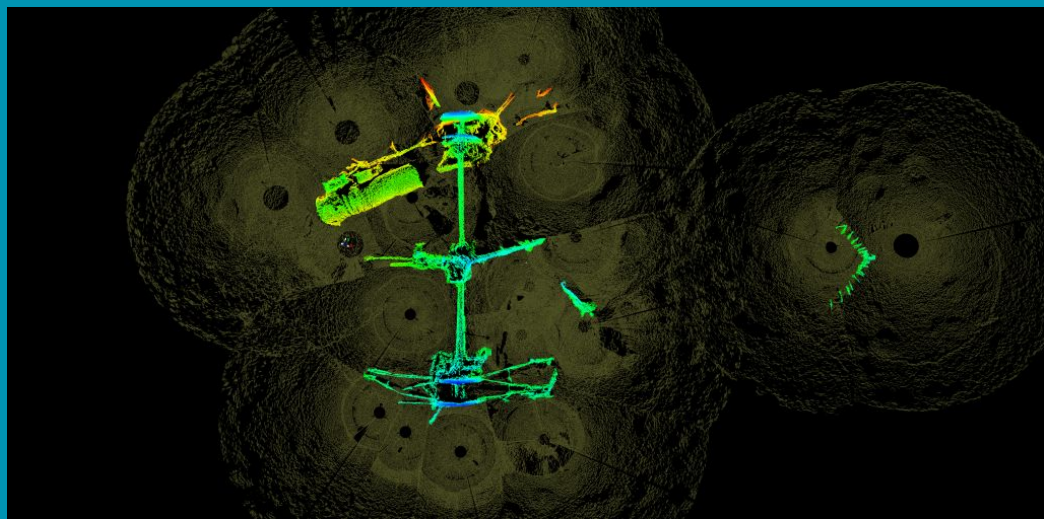
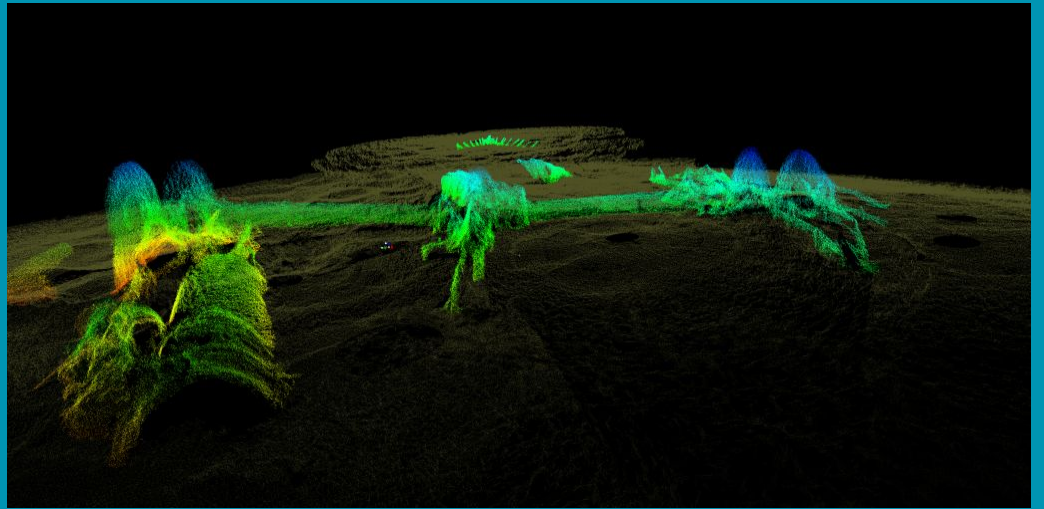
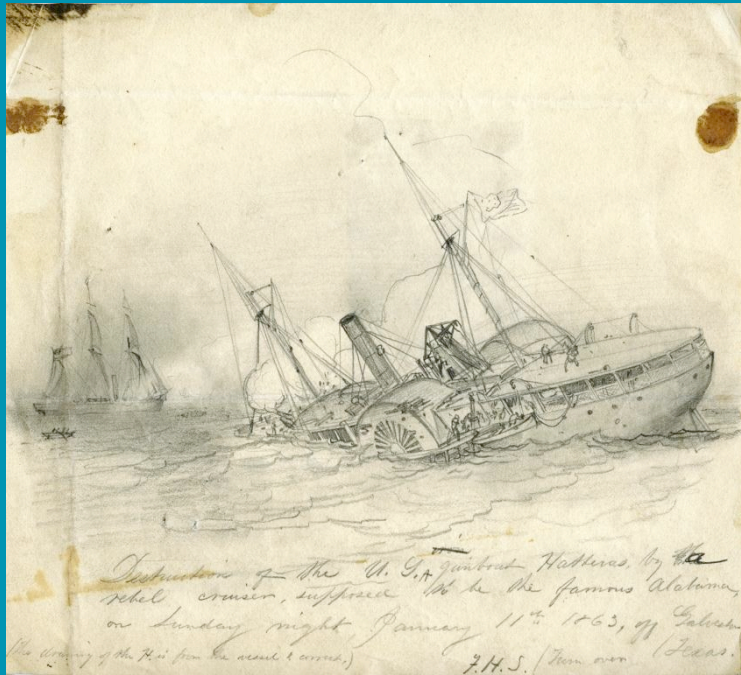
All able-bodied men not in the employment of the Army, will be enlisted into the Navy upon application at the Naval Rendezvous, on Craven Street, next door to the Printing Office.

**H. K. DAVENPORT,**  
Com'r. & Senior Naval Officer.  
New Berne, N. C.,  
Nov. 2d, 1863.

Photo # NH 574 Crewmen on deck of USS Monitor, July 1862

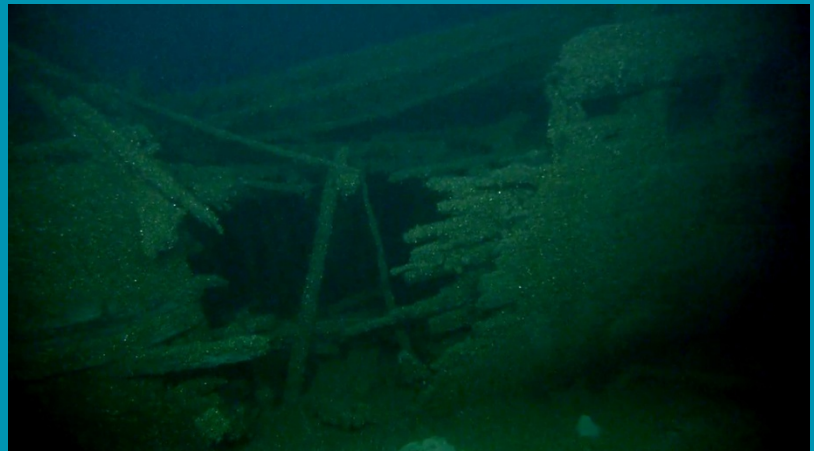
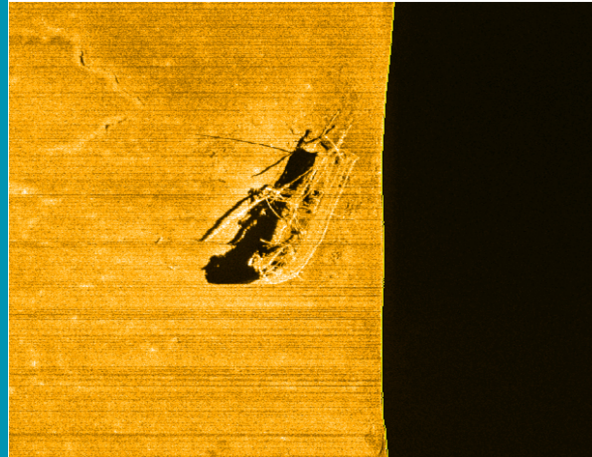


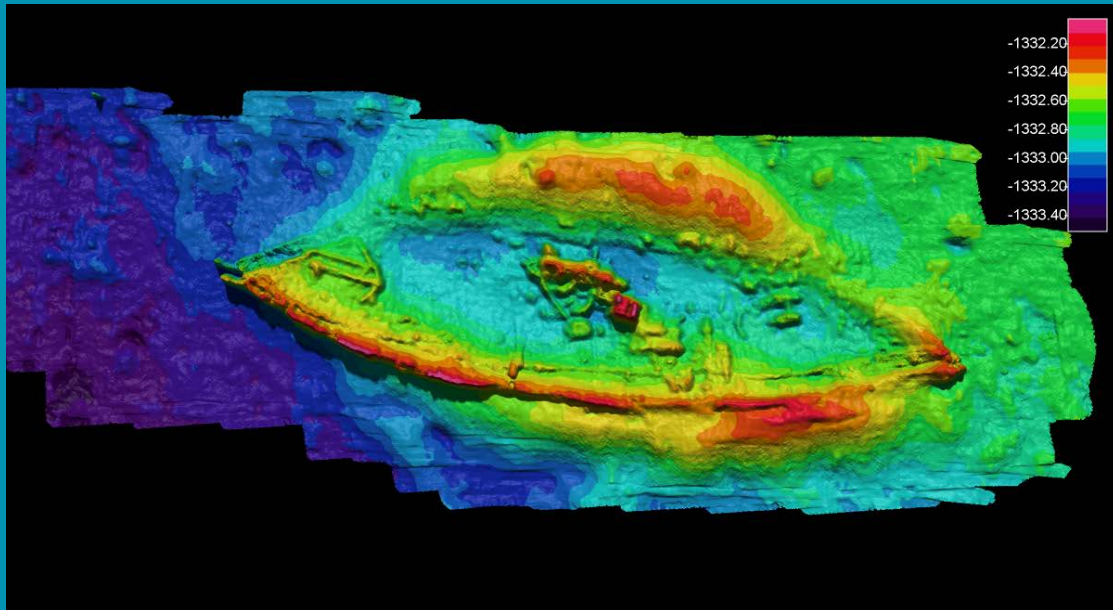


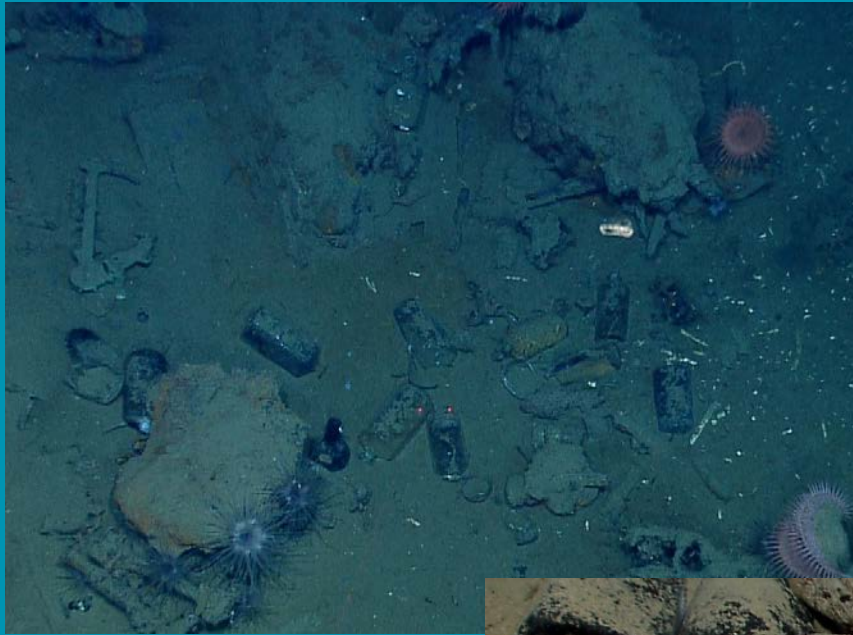


# PROJECT SHIPHUNT

POWERED BY SONY® AND INTEL®









http://mapmaker.rugers.edu  
Courtesy of RU Special Collections

# ABSECOM INLET NEW-JERSEY

From a Triangulation Survey  
under the direction of A. D. RACHE, Superintendent of the  
**SURVEY OF THE COAST OF THE UNITED STATES**  
Topographer, to JOHN FARLEY Assistant  
Topographer, to H. W. RACHE Aid  
Redrawn after the party  
under the command of Lord Comdr. F. S. FIELDS U.S.N. Apr.  
1864.



John Farley  
Assistant Topographer

The triangulation was executed in  
1863  
The topography do do 1864  
The hydrography do do 1864  
The magnetic observations were made by Chas. J. Johnson, Apr. to Aug. 1864



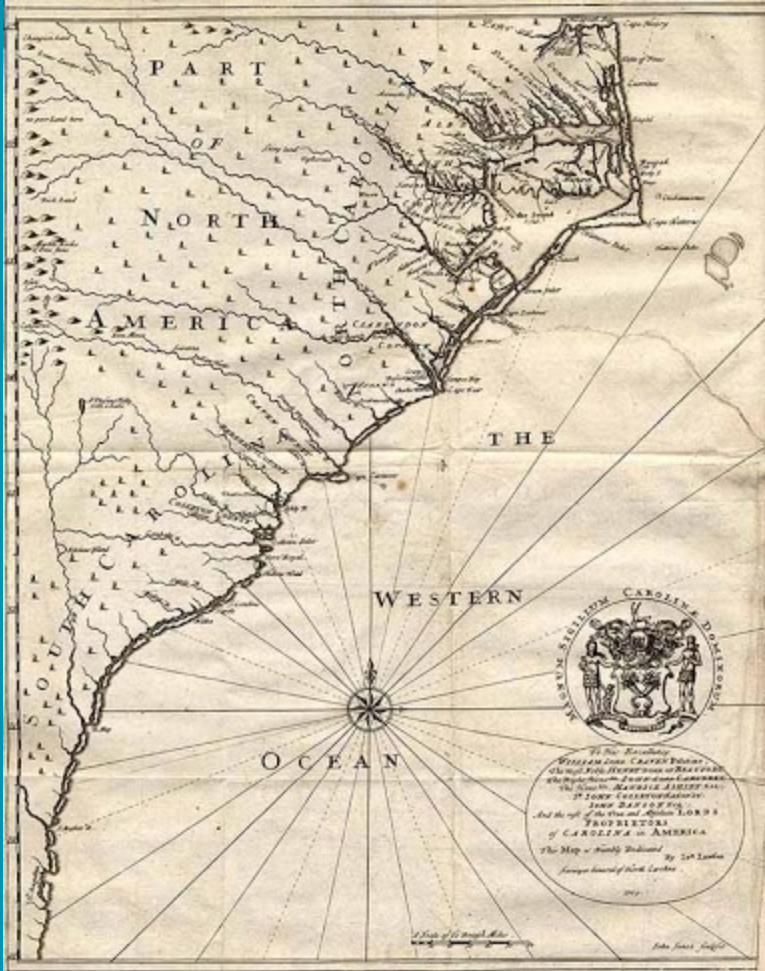
Absecom Lighthouse, Atlantic City, N. J. Aug 23, 1907



We all enjoyed having you with us  
7 weeks ago - Aunt

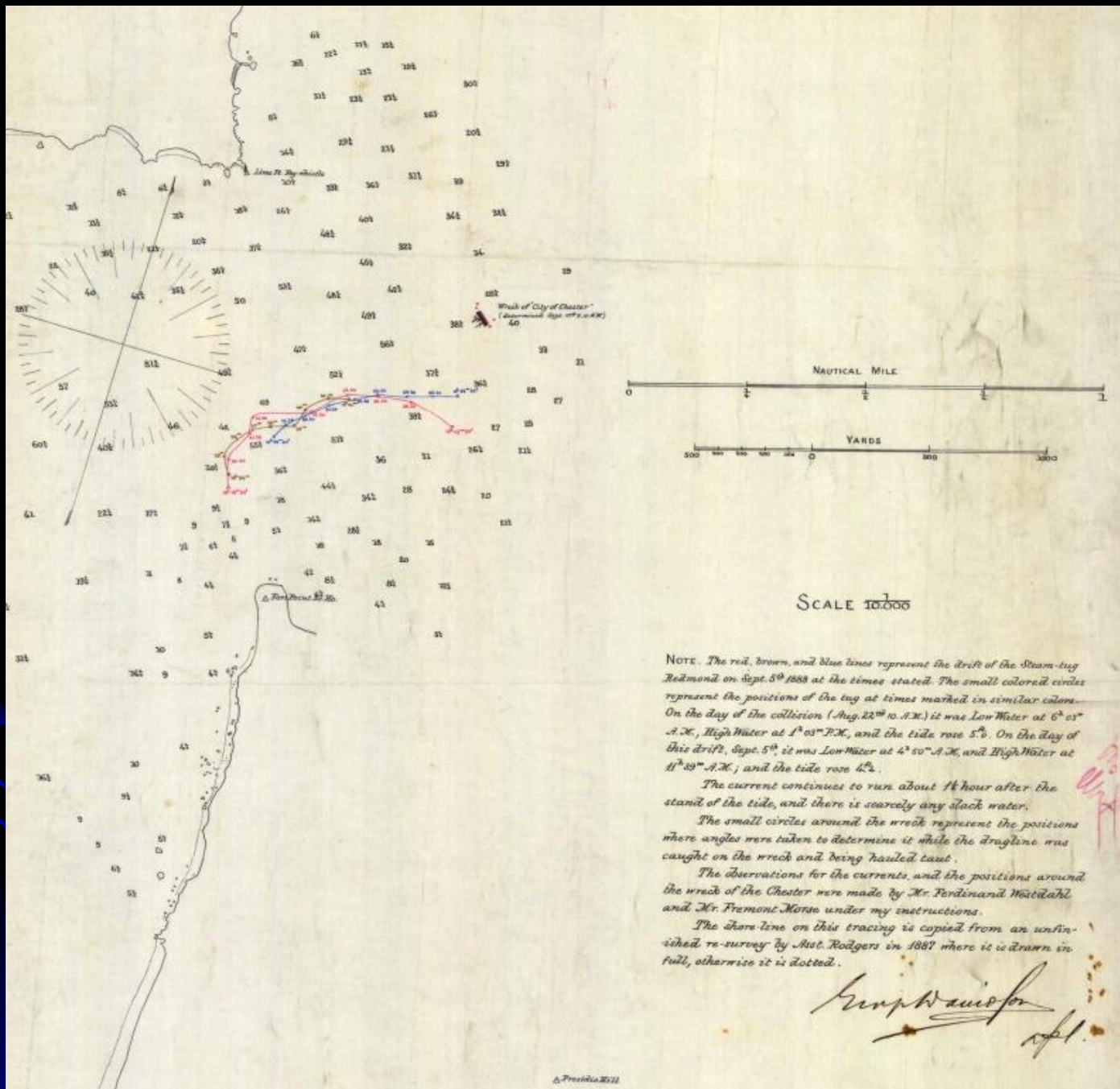
Atlantic Co. - Absecom Inlet  
topographical 1864  
MP/8810/170/124/126411A











NOTE. The red, brown, and blue lines represent the drift of the Steam-tug Redmond on Sept. 5<sup>th</sup> 1888 at the times stated. The small colored circles represent the positions of the tug at times marked in similar colors. On the day of the collision (Aug. 22<sup>nd</sup> 10 A.M.) it was Low Water at 6<sup>h</sup> 03<sup>m</sup> A.M., High Water at 1<sup>h</sup> 05<sup>m</sup> P.M., and the tide rose 5<sup>ft</sup>. On the day of this drift, Sept. 5<sup>th</sup> it was Low Water at 4<sup>h</sup> 50<sup>m</sup> A.M., and High Water at 11<sup>h</sup> 50<sup>m</sup> A.M.; and the tide rose 4<sup>ft</sup>.

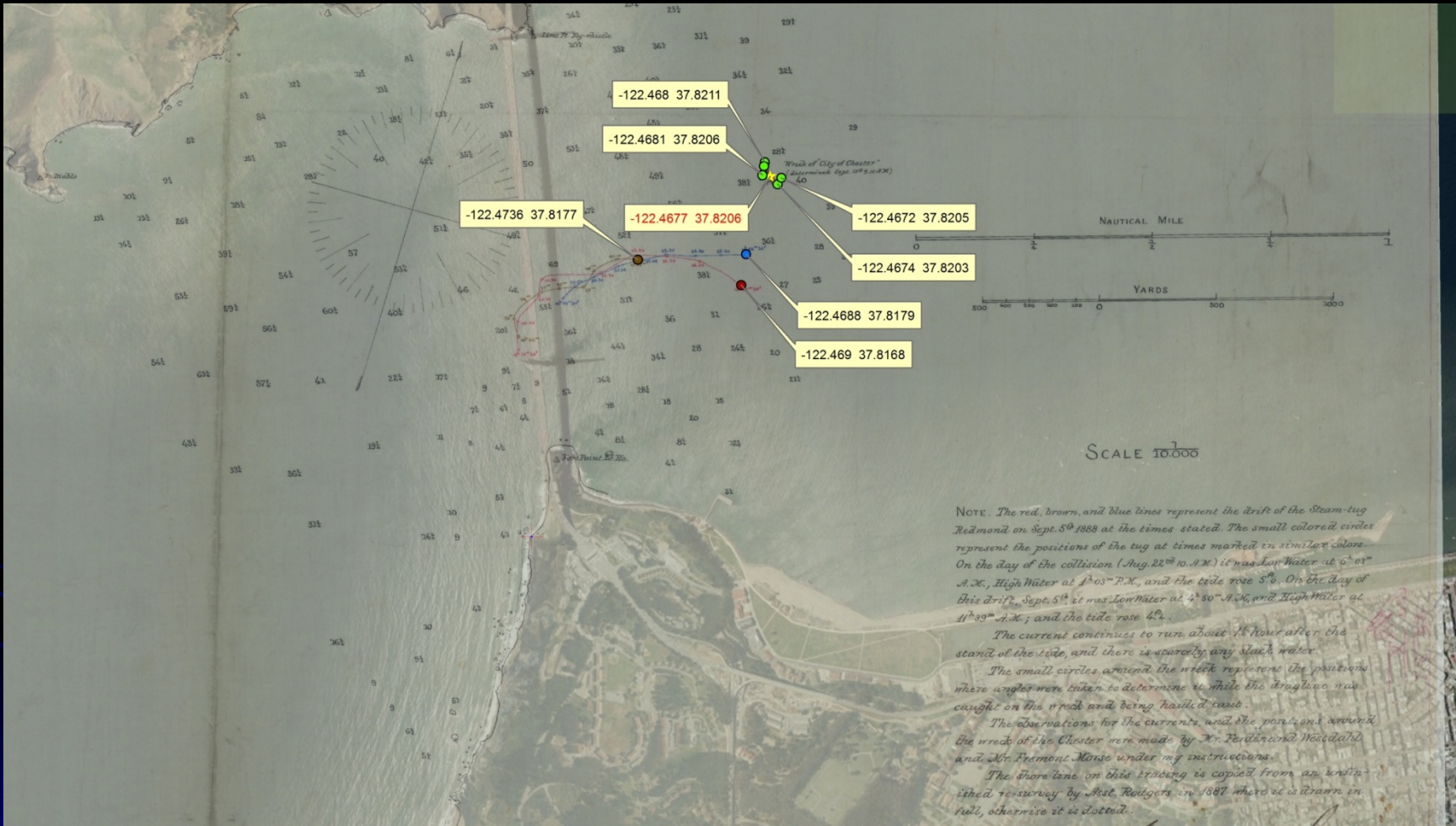
The current continues to run about 14 hour after the stand of the tide, and there is scarcely any slack water.

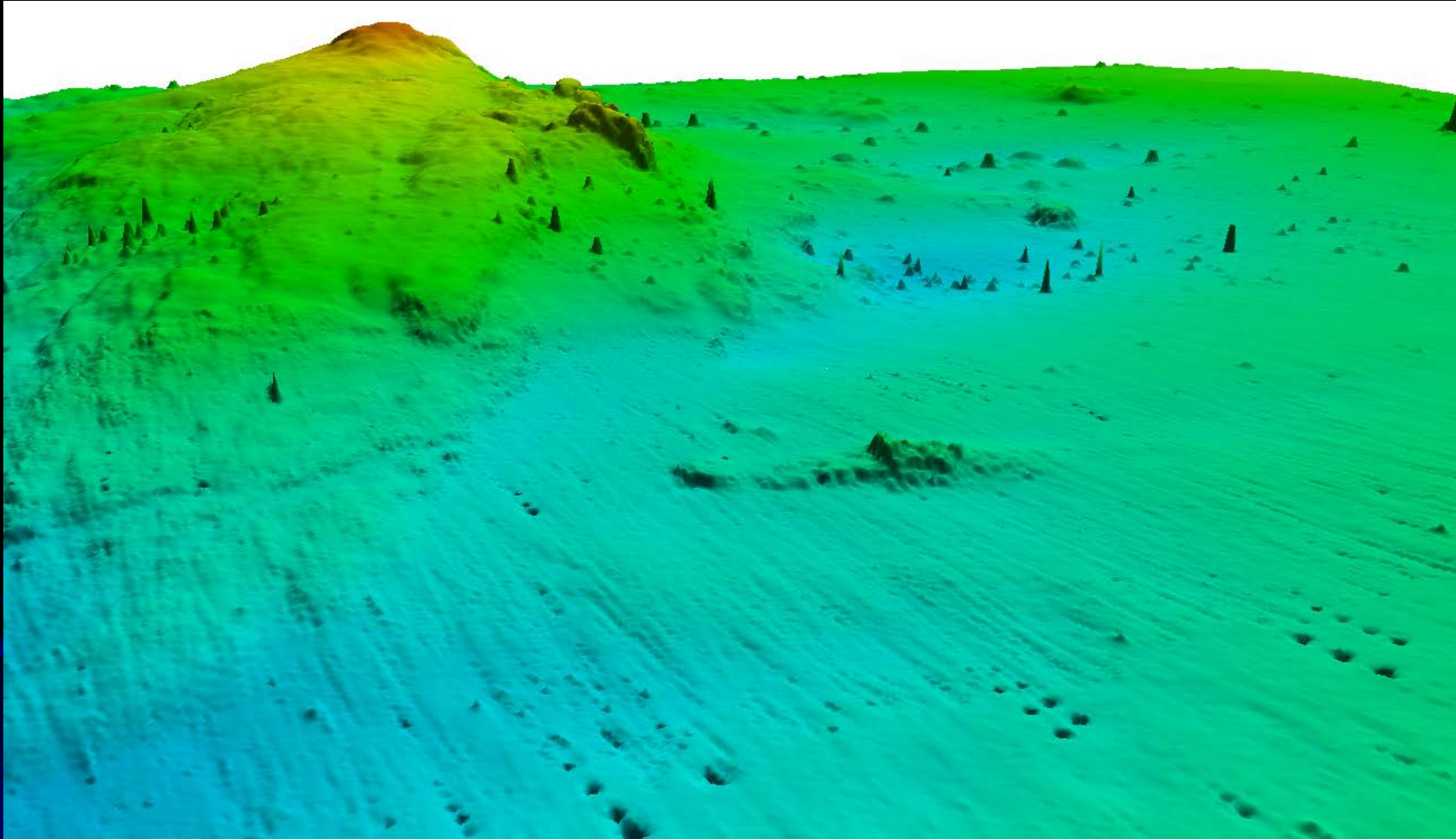
The small circles around the wreck represent the positions where angles were taken to determine it while the dragline was caught on the wreck and being hauled taut.

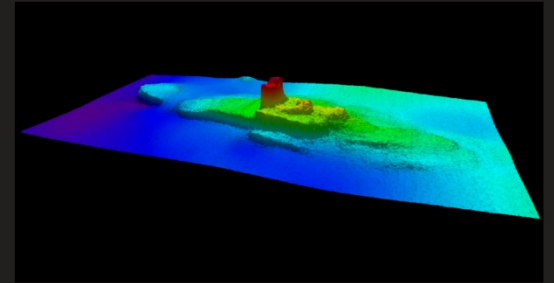
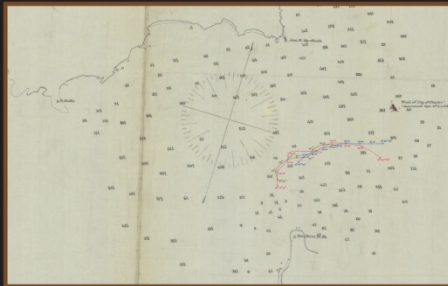
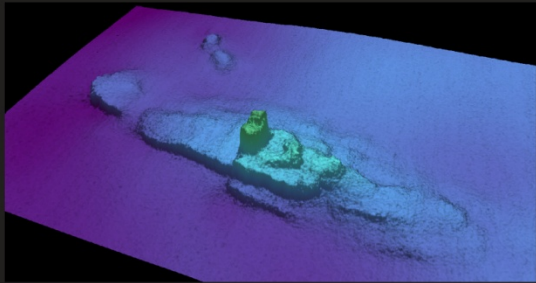
The observations for the currents, and the positions around the wreck of the Chester were made by Mr. Ferdinand Wüstahl and Mr. Fremont Morse under my instructions.

The shore line on this tracing is copied from an unfinished re-survey by Asst. Rodgers in 1887 where it is drawn in full, otherwise it is dotted.

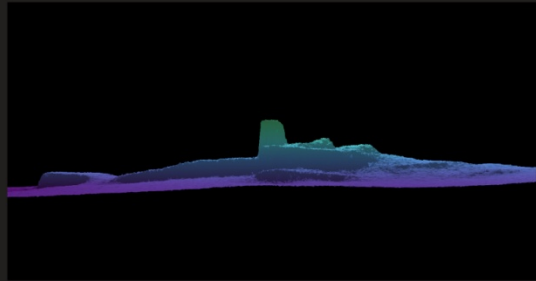
*F. W. Wüstahl*





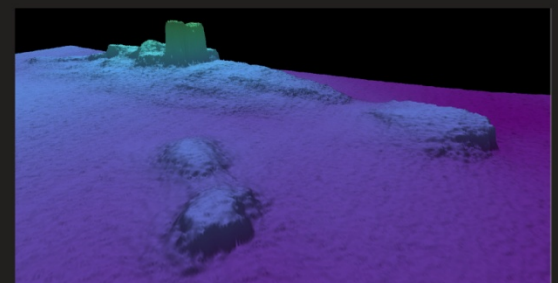
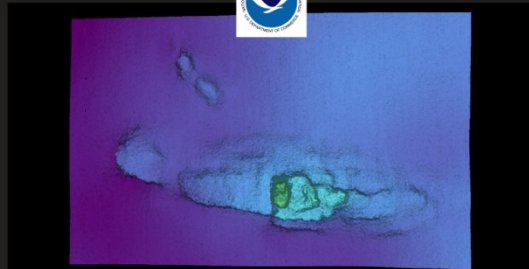
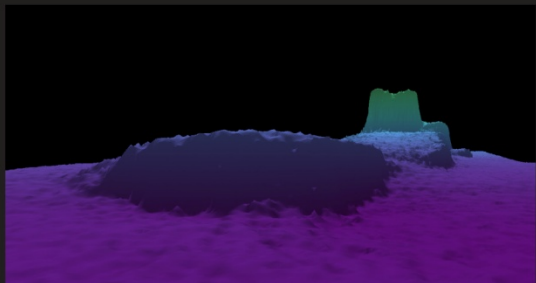
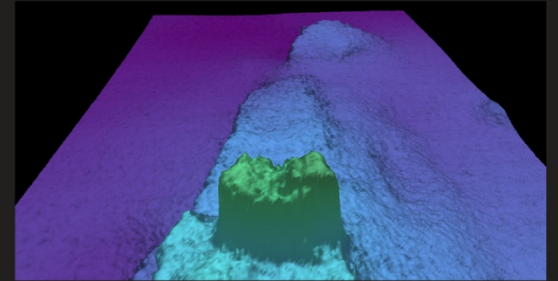


U. S. Coast & Geodetic Survey 1888

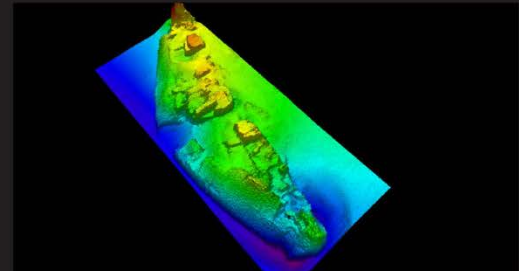
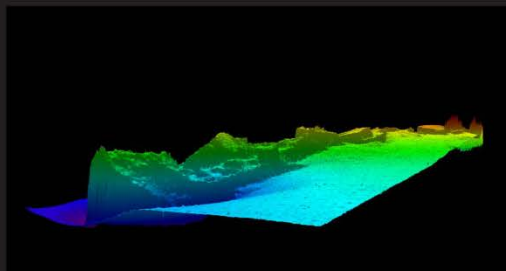
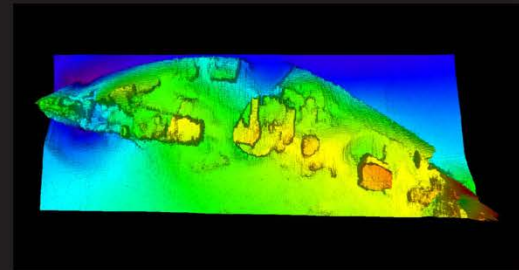
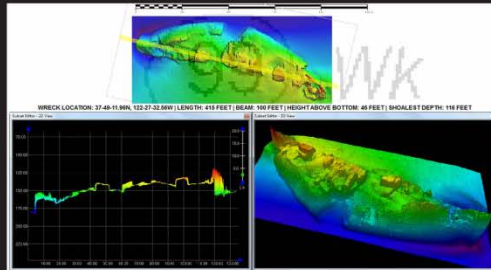
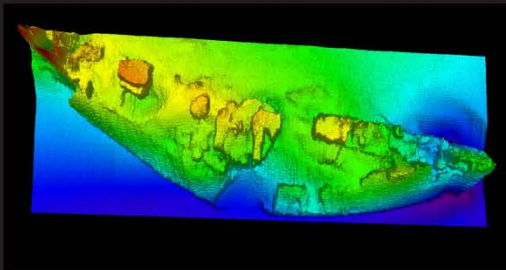


SAN FRANCISCO MARITIME HISTORICAL PARK K01.2.571PL

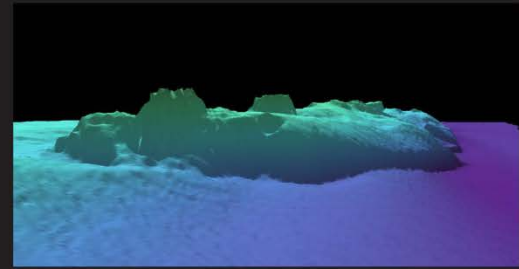
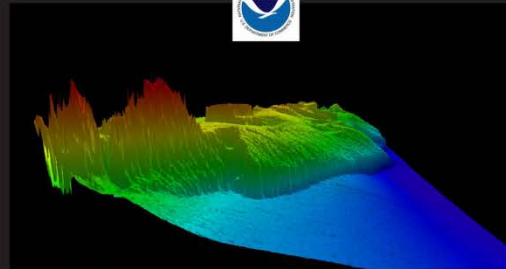
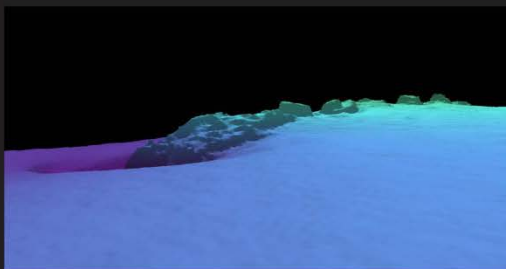
SS CITY OF CHESTER  
NAVIGATION RESPONSE TEAM 6  
MULTIBEAM SONAR SURVEY  
NOAA OFFICE OF COAST SURVEY



NOAA OFFICE OF NATIONAL MARINE SANCTUARIES  
MARITIME HERITAGE PROGRAM



**M/V FERNSTREAM**  
NAVIGATION RESPONSE TEAM 6  
MULTIBEAM SONAR SURVEY  
NOAA OFFICE OF COAST SURVEY



NOAA OFFICE OF NATIONAL MARINE SANCTUARIES  
MARITIME HERITAGE PROGRAM



# SHIPWRECKS OF THUNDER BAY



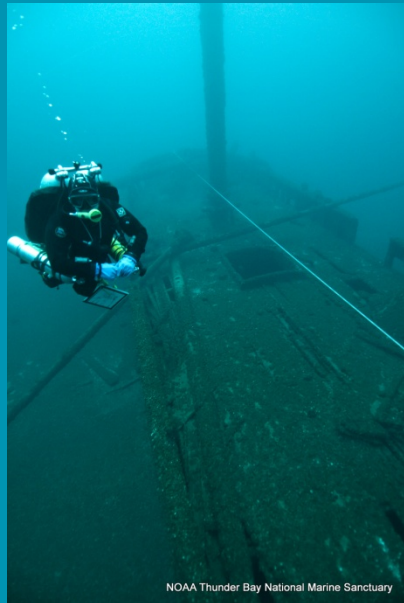
Steam Powered Ship  
 Sail Powered Ship  
 0 1000 2000 Feet  
COMPILED BY M. HETZEL



NOAA Monitor National Marine Sanctuary



NOAA Thunder Bay National Marine Sanctuary

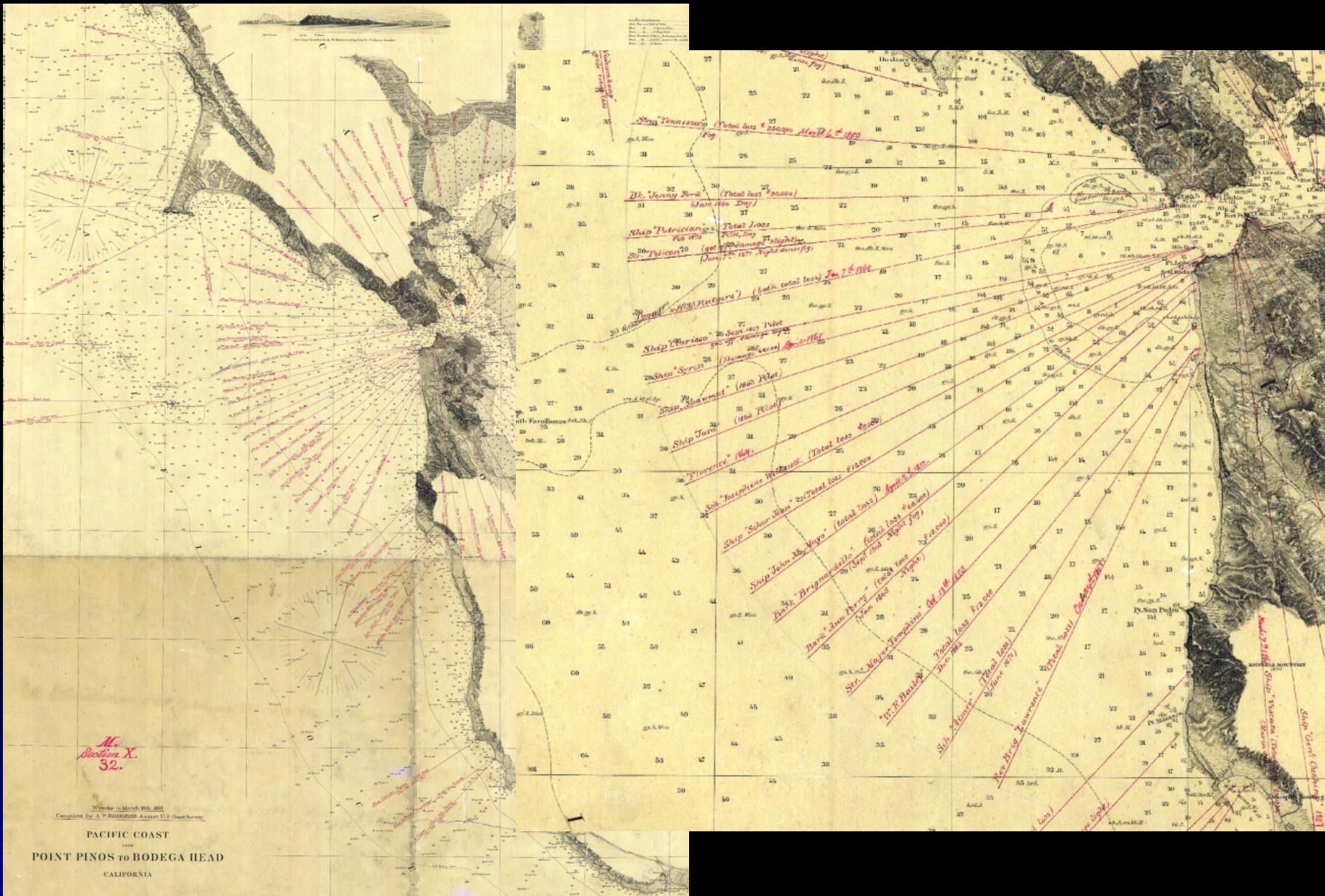


NOAA Thunder Bay National Marine Sanctuary



NOAA Thunder Bay NMS





*N.*  
*Section X.*  
*32.*

W. H. Cresswell, 1853  
Compiled by A. W. BOGERS, Assistant U.S. Coast Survey

PACIFIC COAST  
POINT PINOS TO BODEGA HEAD  
CALIFORNIA

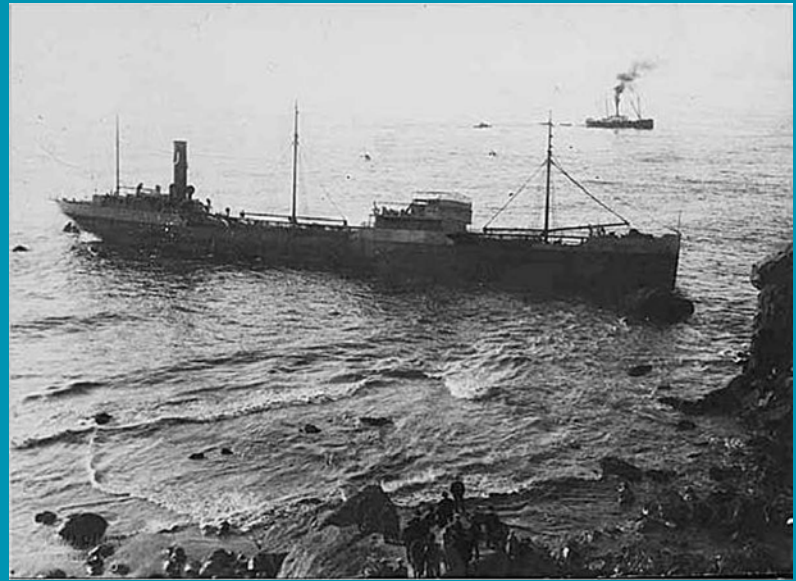


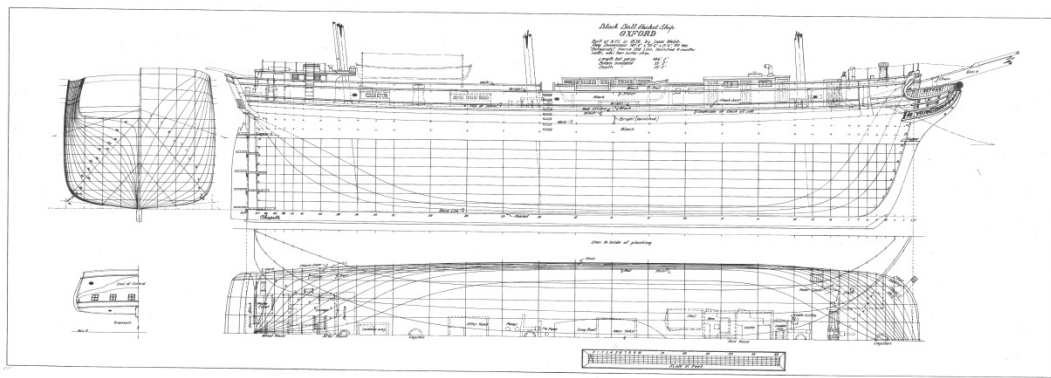
# San Francisco Chronicle.

## SIX SCORE SOULS GO DOWN TO DEATH AT THE GOLDEN GATE.

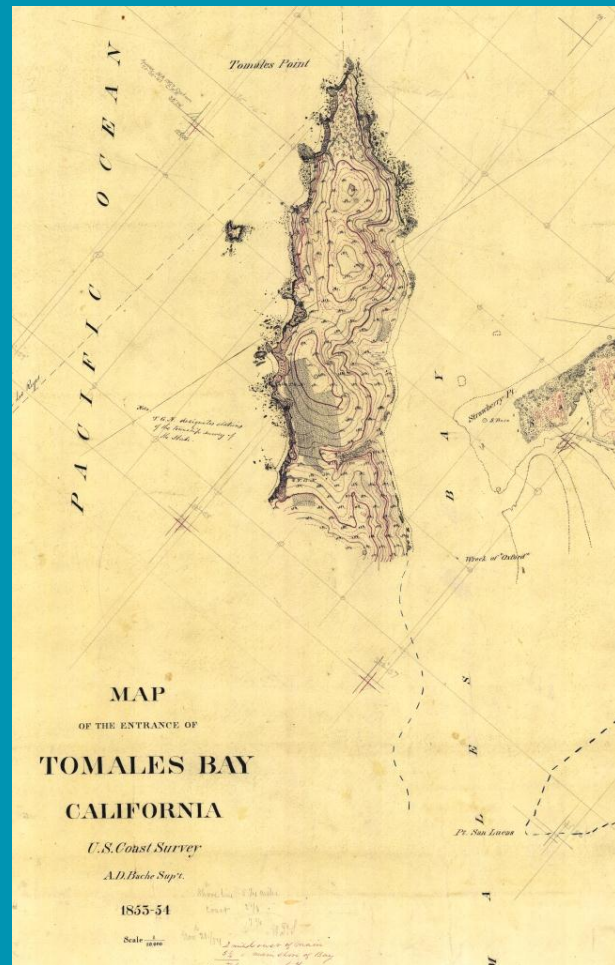
Steamer *Kin de Jancia*  
Is Lost at City's Door.

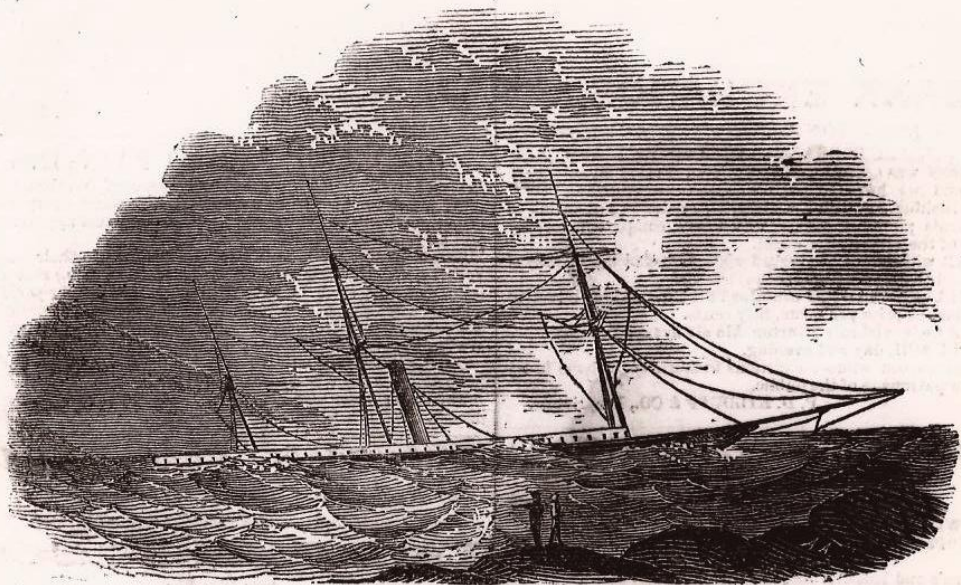
Strikes in Fog and  
Then Swiftly Sinks





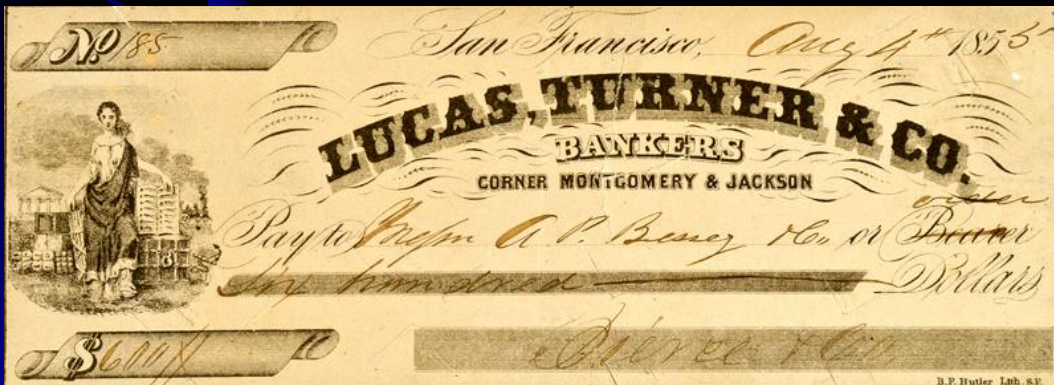
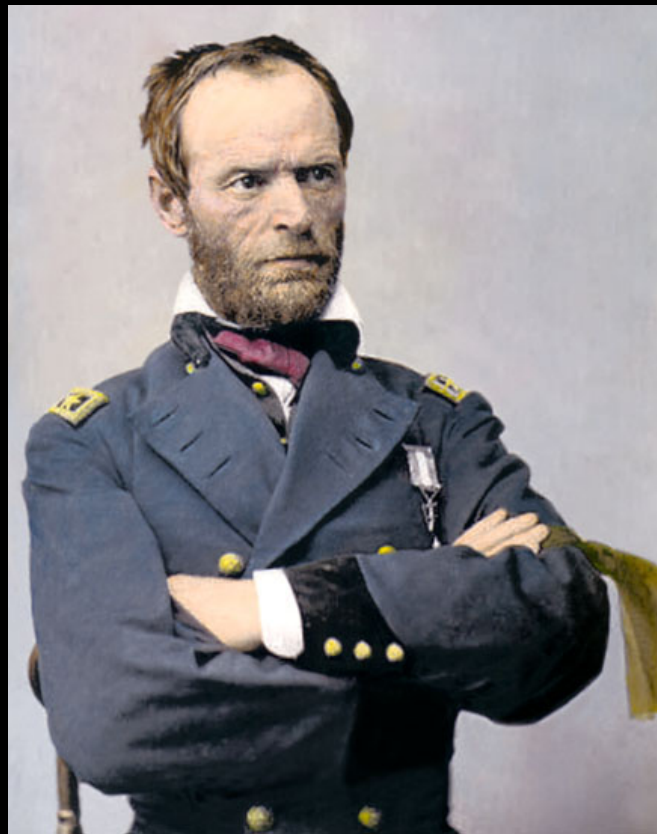
SMITHSONIAN SHIP PLAN SSUS-61





**LOSS OF THE "S. S. LEWIS."**

The propeller *S. S. Lewis* went ashore about 3 o'clock, P. M., on the 14th of April, 1853, near Bolinas Bay, ten miles North of the "Heads." She had on board 440 passengers, 78 of whom were women and children, all of whom were landed in safety. The vessel was owned by the Nicaragua S. S. Co., and was a total loss.



B. P. Hutter Lith. S.F.



SITE OF THE BANK OF  
LUCAS, TURNER & CO.  
(SHERMAN'S BANK)

WILLIAM TECUMSER SHERMAN ESTABLISHED THE BRANCH  
BANK OF LUCAS, TURNER & CO. IN SAN FRANCISCO  
IN 1853. HE SETTLED THE FIRM IN THEIR OWN BUILDING  
ON THE NORTHEAST CORNER OF JACKSON AND MONT-  
GOMERY STREETS IN THE SPRING OF 1854. SHERMAN  
SUCCESSFULLY CARRIED THE BANK THROUGH THE  
FINANCIAL CRISIS OF 1855, AND REMAINED UNTIL THEY  
DISCONTINUED BUSINESS IN 1857.

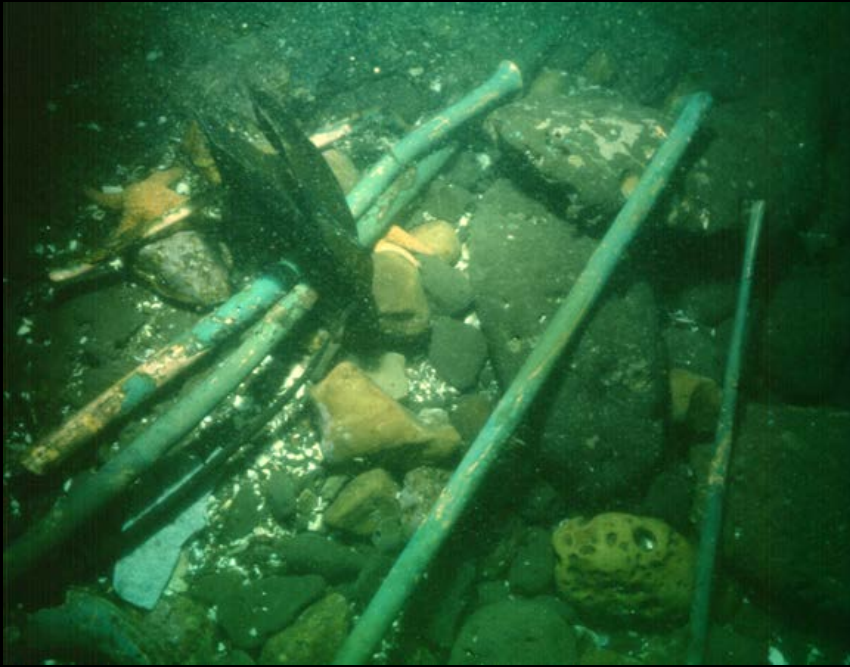
STATE REGISTERED LANDMARK NO. 453

TABLET PLACED BY CALIFORNIA CENTENNIAL'S COMMISSION  
WITH THE COOPERATION OF THE SOCIETY OF CALIFORNIA PIONEERS  
DEDICATED JANUARY 17, 1950

# Engine Builder's Plate



JAS. T. SUTTON & Co.  
FRANKLIN IRON WORKS  
KENSINGTON PHILADA U.S  
1851 ~ NO 160  
R. F. LOOPER'S PROPELLER



Non-Ferrous Drift Bolts



Side of Steam Engine

